

fld 421

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL - U. S. OFFICIALS ONLY

SECURITY INFORMATION

COUNTRY	Poland/USSR/China/Netherlands/Belgium	REPORT NO.		25X1A
SUBJECT	Yugoslavia/Chile Traffic in Strategic Materials Through Polish Ports	DATE DISTR.	14 August 1953	
	25X1	NO. OF PAGES	1	
DATE OF INFO.		REQUIREMENT NO.	RD	
PLACE ACQUIRED		REFERENCES		

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.

THE APPRAISAL OF CONTENT IS TENTATIVE.

25X1X

(FOR KEY SEE REVERSE)

1. There has been a noteworthy amount of shipping aboard Russian and Polish ships from the ports of Gdynia, Danzig and Stettin, shipping that has been directed to China. The material consisted mostly of railroad material, buses, trucks and tractors. Many large cases which came from Czechoslovakia were believed to contain airplane parts, motors, and light arms. Great numbers of zinc barrels with black edges, which were thought to contain jet fuel, were also bound for China.
2. At Stettin, the loading takes place from an island near the port. In the other two ports, the loading is carried on in isolated zones of the ports. In all cases, the public is forbidden access to the loading zones.
3. Considerable material, particularly copper and aluminum, arrives in Poland from the Western countries. Some of the copper arrives in Poland in ships of Russian or Polish nationality, or in ships flying the flags of such countries as Panama, Honduras, et cetera. In such cases, the copper is covered by bills of lading showing Hamburg or Antwerp as destination points. At sea, however, such bills of lading are altered or replaced by others which indicate the destinations to be Poland or Russia. Ship owners, other than Polish and Russian, engage in bill of lading switches, probably for an increase in freight charges.
4. Copper also arrives in Poland through transshipment at Rotterdam and Antwerp, where it regularly arrives "in transit" from Chile and Central America. The copper is reloaded, with bills of lading directed to various Baltic countries, on ships which then make port in Poland or Russia. Swiss ships have reportedly taken part in this aspect of the trade.
5. The handling of aluminum follows the same lines as in the case of copper. Much of the aluminum comes originally from Yugoslavia.
6. The financial backing and arrangements for all large shipments are handled through the Banque Commerciale Pour L'Europe du Nord, which has its headquarters in Paris. This bank has a monopoly on such arrangements covering strategic material traffic with Iron Curtain countries, a traffic which is organized by various Swiss Agents.

SECRET/CONTROL - U. S. OFFICIALS ONLY

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		OIT	X		
-------	---	------	---	------	---	-----	---	-----	--	-----	--	-----	---	--	--

(Net. Washington Distribution Indicated By "X"; Field Distribution By "#").